

IT HAS FAILED.

Attempt of the Wheeling & Lake Erie People to Start

THE NO. 2 DILLON MINE FRIDAY

Unsuccessful, as No Men Applied For Work in the Mine.

TWELVE MEN READY FOR WORK

But They were Overawed by the Large Number of Strikers, who Had Gathered About the Mine—The Management will Now, it is Said, Make an Effort to Operate with Outside Men—West Virginia Coal Began Passing Through to the Lakes Friday Night—Late Developments in this Vicinity.

FIRST WEST VIRGINIA COAL GOES THROUGH.—The first West Virginia coal to go through since the declaration of the coal strike, on the Cleveland, Lorain & Wheeling road, was shipped last night. Six cars of Fairmont coal for the Cleveland, Lorain & Wheeling road, arrived in Baltimore last evening at 6 o'clock. The cars were at once switched to the Cleveland, Lorain & Wheeling's tracks and a train made up. The coal train left Baltimore about 8 o'clock last night. At midnight it was learned that the train had passed through the coal region in the Wheeling creek valley without being held up.

An Intelligence man went to Dillonvale, up the river on the line of the Wheeling & Lake Erie, yesterday morning, expecting that there would be a clash when the miners willing to work, resumed, as it had been announced they would resume. However, the Dillon No. 2 mine did not resume and there was not the slightest friction between the United States marshals and the striking miners.

It seems that seventy-five or eighty men who had announced their willingness to resume yesterday morning at the mine mentioned, decided at a meeting held Thursday night, that they would not go to work if it were necessary for them to be protected by the marshals. So when the mine whistle blew early yesterday morning, only ten or twelve responded and were willing to work, but these were overawed by the large number of strikers that had gathered at the mine entrance, though several deputy marshals were on the scene to prevent the working men from being attacked.

The action of the few men that had appeared ready to work was received by the strikers and their sympathizers, with great enthusiasm. It is the general belief that there would have been a clash had the men persisted in their determination to work at the Dillon mine. Not only the Dillonvale strikers, but the better organized men from Long Run, it is alleged, would have striven to prevent the mine from being worked.

The presence of the deputy marshals at Dillonvale and Long Run is quite distasteful to the mining population. The officers have to run the gauntlet of ill-natured remarks from men, women and children, but they have restrained themselves and are now quietly awaiting the rumored resumption of the management of the Wheeling & Lake Erie company to resume operations at its mines.

The following notice remains posted on the coal company's buildings about the village:

"All persons are hereby given notice that these mines are being operated by the undersigned as receivers of the United States court. All persons are hereby warned that they must not molest in any way the persons in our employ, or the property in our possession. If they do, they will be held responsible for the consequences. The hope of the Wheeling & Lake Erie management that it would be able to induce the unorganized miners at Dillonvale to resume work will probably be blasted to-day, when Thomas L. Lewis, of Bridgeport, secretary of the Ohio miners' organization, goes to Dillonvale for the purpose of organizing the men into a local union of the United Mine Workers of America. The Long Run men have kept up their organization, but the men at Dillonvale, who have had less work than the miners at the other places, have lapsed through indifference to keep up their dues. Now they have received promises of aid and are desirous of reorganization into the miners' organization. Their reorganization means that it will be practically impossible for the Wheeling & Lake Erie company to start their Dillonvale and Long Run mines with the old men. The rumor that the company will endeavor to start up with outside men, is not confirmed, but it is not likely that the attempt will be made.

The Wheeling & Lake Erie Railroad Company has issued an order to all of the freight agents of its line, forbidding them to receive assignments of new coal or other products for either Dillonvale or Long Run. This action was brought about through the action of men named Williams and Dominick, who ordered and had shipped to them, a carload of beer from Wheeling to Dillonvale, in the face of the order that prohibited the company from having local option. The railroad company fears that the intoxicants will inflame the strikers to acts of violence and lawlessness.

Dillon mine No. 2 is the largest and best mine in the district, giving employment to five hundred men and capable of a daily output of 2,000 tons. It is what is called a drift mine and has two openings. The coal seam is the No. 8, and the mine is worked on the double entry system and ventilated by a fan. The main butt entry is connected with No. 6 butt entry of the Laurelton mine, which is located three miles south of Dillonvale, and owned by the same company. The coal at Dillon No. 2 is lowered over an incline plane to the chutes where it is loaded into both flat and box cars, a steam loader being used for the latter.

Long Run mine No. 1, which employs four hundred men, is located on a branch of the Wheeling & Lake Erie railroad, near Mt. Pleasant, and owned by the railroad company, and is, of course, in the hands of the receivers. The seam of coal mined here is that of No. 8. It is a drift mine and is capable of a daily output of 2,000 tons. It is what is called a drift mine and has two openings. The coal seam is the No. 8, and the mine is worked on the double entry system and ventilated by a fan. The main butt entry is connected with No. 6 butt entry of the Laurelton mine, which is located three miles south of Dillonvale, and owned by the same company. The coal at Dillon No. 2 is lowered over an incline plane to the chutes where it is loaded into both flat and box cars, a steam loader being used for the latter.

Now that the two points on the Wheeling & Lake Erie road did not resume yesterday morning, late interest in the great coal strike shifts to the carrying of West Virginia coal from Wheeling over the Baltimore & Ohio, Cleveland, Lorain & Wheeling, and the extensive lake markets. It was stated yesterday that some of this coal would reach Baltimore from Fairmont last night and that it would go west to the Baltimore & Ohio and north to the Cleveland, Lorain & Wheeling.

Developments on the eastern Ohio road will now be watched with interest.

The situation in the over-the-river field on the line of the Baltimore & Ohio and Cleveland, Lorain & Wheeling roads, was unchanged yesterday. There is a practical suspension along both lines—entire, in fact, on the latter road.

Here on the West Virginia side of the river, efforts are being made to have the Elm Grove, Glendale and other miners join the strike, but so far without success.

SECRETARY LEWIS TALKS

He will Ask the W. & L. E. Men to Rescind from Acts of Violence—Every Mine in Ohio Excepting Two in Belmont Now Closed.

Secretary Thomas L. Lewis, of the Ohio miners' organization, will go to Dillonvale and Long Run from Bridgeport, this morning, for the purpose of re-organizing local unions of the United Mine Workers at these two big mining points on the Wheeling & Lake Erie road. In a talk with an Intelligence man last night, he said that every mine in the state of Ohio, with the exception of Schick's at Bellaire and Gaylord's at Portland, is now shut down, in observance of the strike order. Of the miners on strike only about one-fourth are members of the United Mine Workers. About 10,000, according to Mr. Lewis, are now out on strike. This, he says, shows the influence or organization has even on unorganized labor.

Mr. Lewis says he will ask the Wheeling & Lake Erie men to stand by the strike, but will counsel them against acts of violence or lawlessness. He favors fighting the battle in a mainly legal way. He expressed it as his opinion that it would be wise for the transportation companies entering the mining regions to refuse to accept shipments of whiskey, beer and other intoxicants during the strike. He does not anticipate a clash with the law at any point.

SECRETARY BERESFORD

Reviews the Strike Situation and Believes the Miners will Win.

To the Editor of the Intelligence.

SIR:—The miners' strike has reached such gigantic proportions that it is attracting the attention of the whole country, great and just sympathy being with the miners. Certainly we have people who do not know the condition of my fellow craftsmen, the amounts they have been earning and how they profit by the starvation wages paid, that condemn our people for striking at this time, owing to the present industrial depression, and all that sort of thing, but the inauguration of this strike was not decided upon without giving everything due consideration, as the call of the National union will show. Some will try to make political capital out of it, but our people know what they are doing. Foolishness is not excusable. We are not asking for the earth—only that which is reasonably fair and just. We invite investigation by the right kind of men and will assist the matter if so other way. Every person should read the report of that investigating commission appointed by the Pennsylvania legislature, and find out the condition of the miners of that state, which is no better than those in other mining states affected by this strike. Then they will know why the strike is on at this time. It looks now as if the strike will be settled soon. All that is necessary is for operators and miners' leaders to come together. This meeting of labor leaders in Pittsburgh, I think, will bring it about.

W. S. BERESFORD.
Secretary Local Union No. 146, U. M. W.

SITUATION AT CLEVELAND

A Coal famine in that City—Industries Lack Fuel.

CLEVELAND, O., July 9.—The situation in this city over the coal strike is becoming desperate. The Cleveland railroads are growing bolder in confiscating coal, and those who depend on a regular supply are becoming anxious. The Hon. B. W. Parker, of Detroit, has been delayed in Cleveland since Sunday, owing to the action of the Erie railway. The boat was loading coal at the Cleveland shipbuilding company's works. An Erie engine stuck on the high street, and the engine was being towed away and carried away thirty cars of coal, which were to have been loaded into the Parker. The boat will have to go up light. Several boats were delayed to-day, owing to the difficulty in securing fuel.

The Inter-Oceanic Coal Company, one of the largest coal companies in the world, has only coal enough to last its customers a few days. Several other fueling firms have nearly exhausted their supply. The Pennsylvania and Ohio Fueling Companies have suspended business altogether in Cleveland. The situation is becoming very serious. It is confidently expected that it may have to be brought down here. It is generally admitted now that the coal dealers and mine operators were very poorly prepared for a strike.

The great plant of the Cleveland Steel Company closed this morning, owing to lack of fuel. A number of other plants are preparing to shut down. Of all the Cleveland operators, Mr. J. B. Zerbe, president of the Ohio and Pennsylvania Coal Company is the most sanguine. He thinks the strike will be over in a few days, and that the officers of the United Mine Workers' association are only making a grand stand play. He says of the situation: "The trouble with the mining business and the cause of meagre wages is the overplus of men. The introduction of machinery has increased by 400 per cent the output of the mines, and in every district, there is bound to be a meagre wage rate."

SITUATION ON THE B. & O.

BALTIMORE, Md., July 9.—The Baltimore & Ohio railroad officials to-day gave out the following statement relative to the coal miners' strike: "The strike situation on the Baltimore & Ohio railroad this morning is as follows: All mines in the Finleyville district, Willock and the star coal region are out this morning except at Sharon. These people have enough men working to-day to load eight or ten cars for the east. On the B. & O. Southwestern railroad the conditions are as follows: Jackson county, Ohio, miners are all out, but from the best information obtainable it is probable they will soon return to work. The West Virginia miners do not strike. About one-half of the Indiana miners are out. The Ohio miners are continuing at work. Everything was quiet this morning in the Paymont district on the Baltimore & Ohio."

Flat Top Region Not Affected.

Special Dispatch to the Intelligence.

ELIZABETHTOWN, W. Va., July 9.—The miners in seven mines on Tom's creek, Va., have struck. They now receive 65 cents a ton, and there is no grievance. The strike is sympathetic. The Flat Top field is not affected.

July 14, 1897, our store, four dwelling houses and three barns were visited by a flood. Soon after the flood was visited by an epidemic of blood flux. In a short time we sold a large quantity of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and the results were such as could be desired; in fact our physicians admitted that a cure of the blood flux had been effected. It was stated yesterday that some of this coal would reach Baltimore from Fairmont last night and that it would go west to the Baltimore & Ohio and north to the Cleveland, Lorain & Wheeling.

THE CRUCIAL TIME.

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on Saturday last offering to pay the 60-cent rate, and was refused to operate his mines. Ratcliff answered saying the offer was premature and advised Stetler to wait. The latter now says the offer is withdrawn and when his mines do start again, it will be with non-union foreigners. He employs 270 men, three-fourths of whom are English-speaking men. They will be dispensed with, he says, because they are too troublesome.

COMBINED EFFORTS

Of the Labor Leaders of the Country Enlisted to Aid the Miners in Their Contest to Work on West Virginia Mines.

PITTSBURGH, July 9.—The greatest gathering of labor leaders that ever assembled in the country during a national strike was held in this city to-night to devise means to assist the miners in their contest for incessant work. The conference was called suddenly, but the officials responding represented nearly every branch of organized labor in the United States.

Those present were Samuel Gompers, president of the American Federation of Labor; M. D. Ratcliff, national president of the United Mine Workers of America; M. M. Garland, president of the Amalgamated Association of Iron and Steel Workers; Stephen Madden, secretary of the Amalgamated Association; J. M. Hughes, first vice president of the Federation of Metal Trades; M. J. Conahan, national secretary of the Journeymen Plumbers' Association; P. Carrick, president of the Brotherhood of Painters and Decorators; L. R. Thomas, president of the National Pattern Makers' League; W. B. Mahon, president of the Amalgamated Association of Street Railway Employees; Patrick Dolan, district president of the United Mine Workers of America; and William Warner, district secretary of the United Mine Workers.

The conference was fixed for 10 o'clock this morning at the Monongahela House, but owing to the detention of President Ratcliff, who missed connection and did not reach until after 6 o'clock in the evening, it was not until 9 o'clock before the meeting convened.

The session was secret and it was almost midnight before it was over. The press committee, Messrs. Gompers, Ratcliff and Conahan, then gave out the following statement, in which was included, they said, that what was done at the conference. The manifesto follows:

"After an informal discussion reports were made by Messrs. Ratcliff, Dolan and Warner in regard to the situation of the movement, and it was demonstrated that the suspension was practically general in the competitive bituminous coal district, extending also to Kentucky and Tennessee, excepting a few points in West Virginia. It was realized that the situation in West Virginia required attention in order that the suspension should become absolute, general and successful. With that object in view, action was recommended by President Gompers, of the American Federation of Labor, and it was determined upon to overcome this feature of the contest. It was also determined that every effort be made on the part of those present to secure the co-operation and assistance of the organized labor for the struggling miners. All the circumstances warranted the firm conviction that the miners will ultimately achieve victory and to this end the aid of labor and the sympathetic public is invoked. Conscious of the great interest which the public has in a contest so well represented by the miners, it gives us great satisfaction to know that the miners have not been and are not now opposed to arbitration; we therefore urge and advise that a conference be held by representatives of the miners and operators with the view of arriving at a settlement of the present suspension."

Notwithstanding the positive announcement by the committee that the statement furnished the press covered all the proceedings of the conference, it is known that an organized effort to secure a general suspension of mining in West Virginia was decided upon. After a thorough canvass of the situation it was unanimously agreed that the West Virginia miners held the key to the situation and without their united support the success of the general movement would be greatly jeopardized.

In furtherance of this determination, the officials present pledged themselves to send into this field a full quota of the best organizers in their several associations.

After adjournment, in response to the question whether a two per cent assessment on all organized labor as contemplated would be made, President Dolan, of the Pittsburgh district said he thought such action would eventually be taken. He would not admit, however, that the matter of assessment had been considered at to-night's conference or that questions of a general sympathetic strike had been discussed.

SITUATION IN ILLINOIS

Some Mines are Working Full, while Others are Shut Down.

SPRINGFIELD, Ills., July 9.—The miners' strike situation in Illinois is as follows: All the miners in the Wilmington district, 3,000 in number, are out. In the Springfield district most of the miners are working. In Peoria district most of the miners are still working, but will meet to-day. The miners at Stanton and Mount Olive have given out assurances that the Belleville miners would strike, decided to go to work. At Carlinville there is no strike. Virden and Auburn miners are still working. The miners at Assumption are out, but at Pana and Taylorville are working. At Westville, Vermilion county, the miners are out, but are at work at Danville.

DANVILLE, Ills., July 9.—At a meeting the Danville operators to-day, the owners agreed to offer the miners of the Danville district an advance of twelve cents per ton. If they would agree to remain at work. Advance in coal prices enabled them to do this and it is hoped that it will prevent the miners from striking at their meeting next Sunday.

OTTAWA, Ills., July 9.—One hundred and eighty miners at E. Hake's shaft, Rutland, went out on strike to-day. A body of one hundred and fifty miners from Tolcan marched across the country and met the Rutland miners as they appeared at the shaft. Fearing trouble, the mayor of Rutland telegraphed the sheriff that the situation was alarming and asked for assistance. Before the deputies were sworn in to go to the scene, word was received that after the Tolcan and Rutland strikes had paralyzed the streets, the former left for home and all danger had passed.

MOQUIGUEA, Ills., July 9.—Authentic information received here to-day is that the miners are all out at Pana, Taylorville, Assumption and Decatur, as well as this place. The 120th mines will close down. Over 2,000 miners are idle and not a shaft is operating in this section of Illinois.

ATLANTIC CABLE.

Some Reminiscences of the Inception of that Great Work.

AN INTERESTING COLLECTION

Of the Late Cyrus Field's Private Papers Concerning the Accomplishment of that Stupendous Enterprise—They are Donated to the National Museum at Washington, the Gift of Mrs. Judson, Daughter of the Famous Electrician—A Contribution of Rare Interest.

WASHINGTON, D. C., July 9.—One of the most interesting collections ever secured by the National Museum has just arrived at that institution, and is being arranged for exhibition by Prof. George C. Maynard, in charge of the electrical collections in the department of technology, under the direction of Professor Watkins.

The collection was the property of Mrs. Isabella Field Judson, of Dobbs Ferry, N. Y., and comprises the private papers of her father, Cyrus W. Field, relative to the laying of the Atlantic cable, cablegrams first sent, objects with which he worked out his idea of laying the cable, and many other things of interest pertaining to it. The correspondence and autograph copies of telegrams sent by Mr. Field to the President of the United States and other prominent persons are extremely interesting. There are many letters and draughts of plans, invitations, sent and received. In Mr. Field's own writing. The copies of the telegrams sent to his wife and father just after the successful laying of the cable, or "Atlantic telegraph," as he termed it, are especially attractive.

An object in the collection which is calculated to inspire the greatest amount of interest is the globe, constructed by a London manufacturer, on which the great electrician traced the course for the cable to be laid from Newfoundland to Ireland. The globe is about a foot and a half in diameter, on a stand, with magnetic compass underneath, and shows many signs of hard usage. The mind which studied its details was the one which enabled the people of the two nations, separated from each other by thousands of miles of salt water, to exchange communications almost in the twinkling of an eye. Though the cable after it was first thought to be put successfully in operation did not act properly for the transmission of messages, and a wait of several years, a harassing, soul-consuming wait, intervened, the originator of the idea saw the successful culmination of his plans.

Contents of Collection.

The journal kept by Mr. Field, and notes of deep sea soundings, set down by him and officers of the Great Eastern, by which the cable was laid, are part of the collection. Mr. Field's private library, with all the literature relating to the work of laying the cable, forms another part of it. There are also copies of resolutions presented him by Congress, and the French government, engraved resolutions passed by members of bodies in this country and Europe. A case presented, made from the wood of the Great Eastern. Among the relics which cause the visitor to examine closely and attentively are cases containing sections of the first cable, and those evolved from it. Sections of the message transmitted manufacturers for the space of ten and fifteen years after the first cable was laid down, and presented to Mr. Field by the manufacturers, are shown. A silver vase, gold chased, presented him by his children on the occasion of his golden wedding, which occurred in December, 1890. On this are inscribed the names of all his children and grandchildren. This is inlaid with parts of the cable, and also the steamer Great Eastern.

A copy of report of the anniversary banquet, held in London, March 10, 1896, to commemorate the signature of the agreement for the establishment of the cable between England and America, is exhibited. The agreement was signed March 10, 1858.

The charts, comprising a large number, showing preliminary soundings and movements of the vessels engaged in the work each day, in Mr. Field's own writing, are of especial value. The diaries contain a large amount of interesting material, showing the many disappointments with which the writer met, and the hundreds of obstacles which had to be overcome by him before the final triumph of the child of his genius.

First Message to His Wife.

The first message was as follows: "TRINITY BAY, Newfoundland, August 5, 1858. "Mrs. Cyrus W. Field, No. 84 East Twenty-first street, New York. "Arrived here yesterday. All well. The Atlantic telegraph cable successfully laid. Please telegraph me here immediately. CYRUS W. FIELD."

"TRINITY BAY, Newfoundland."

"August 5, 1858. "Messrs. Cyrus W. Field & Co., No. 11 Cliff street, New York. "Cable successfully laid. Please inform Mrs. Field immediately, and let me know by telegraph if my family are all well and at the office. 9:50 a. m. CYRUS W. FIELD."

The next message was to his father, and was as follows: "TRINITY BAY, Newfoundland, August 5, 1858. "Rev. Dr. Field, Stockbridge, Mass., via Pittsfield. "Cable successfully laid. All well. 9:52 a. m. "CYRUS W. FIELD."

Mr. Field's next thought was for the President of the United States, James Buchanan, who was sent the next telegram, as follows:

"U. S. S. NIAGARA, "TRINITY BAY, Newfoundland, August 5, 1858. "To the President of the United States, Washington, D. C. "DEAR SIR:—The Atlantic telegraph cable on board of the U. S. S. Niagara, was joined in mid-ocean, Thursday, July 27, and has been successfully laid. As soon as the two ends are connected with the land lines Queen Victoria will send a message to you and the cable will be kept free until after your reply has been transmitted. With great respect, I remain, "Your obedient servant, "CYRUS W. FIELD."

10:35 a. m.

Greetings to the People.

A more extended message, intended for the people of the United States, was transmitted fifteen minutes later, and was as follows: "U. S. S. NIAGARA, "TRINITY BAY, Newfoundland, "To the Associated Press, New York: "The Atlantic telegraph cable laid from Queenstown, Ireland, Saturday,

July 17, met in mid-ocean Wednesday, the 28th, made the splice at 1 p. m. Thursday, the 29th, and separated—the Agamemnon and Valorous bound to Valencia, Ireland, the Niagara and Gorgon for this place, where they arrived yesterday, and this morning the end of the cables will be landed.

"It is 1,996 nautical, or 1,960 statute, miles from the telegraph house at the head of Valencia harbor to the telegraph house at the Bay of Bulls, Trinity Bay, and for more than two-thirds of this distance the water is over two miles in depth.

"The cable has been paid out from the Agamemnon at about the same speed as from the Niagara.

"The electrical machinery sent and received through the whole cable are perfect, the machinery for paying out the cable worked in the most satisfactory manner and was not stopped for a single moment from the time the splice was made until we arrived here.

"The electrical machinery sent and received through the whole cable are perfect, the machinery for paying out the cable worked in the most satisfactory manner and was not stopped for a single moment from the time the splice was made until we arrived here.

"TRINITY BAY, Newfoundland, D. H., 10:30 a. m.

The message was written on blue paper, in a firm hand of almost copperplate calligraphy.

As is well known to those who have read of the operations of laying the cable, it worked successfully for a short time and then, for some reason, was an almost total failure. The originator worked faithfully for nearly eight years after Queen Victoria and President Buchanan had exchanged congratulations across the water before it was again put in successful operation. It was on the morning of July 27, 1858, that other messages were sent, detailing the fact that this was the case. As on the first occasion the first message was transmitted to his wife, and was as follows:

"HEART'S CONTENT."

"TRINITY BAY, Newfoundland, July 27, 1858.

"Mrs. Cyrus W. Field, Newburgh, N. Y.: "We arrived here at 9 o'clock this morning; all well. Thank God the cable has been successfully laid and is in perfect working order. I am sure that no one will be as thankful to God as you and your dear children, for now we shall be together a united family. We leave in about a week to recover the cable of last year. Please telegraph at once and write in full and I shall receive your letters on my return here on the 15th. I received through the cable from Valencia your message from Newburgh, and on the 22d your telegraphic dispatch of the 10th.

"CYRUS W. FIELD."

His Father's Prayer.

The second telegram, a few minutes afterward, was to his father, in which he said: "Your prayers have been answered. The telegraph cable has been successfully laid across the Atlantic."

The next was as follows:

"HEART'S CONTENT."

"Trinity Bay, Newfoundland, July 27, 1858.

"His Excellency, Andrew Johnson, President of the United States, Washington: "DEAR SIR:—The Atlantic telegraph was successfully completed this morning. I hope that it will prove a blessing to England and the United States, and increase the intercourse between our own country and the eastern hemisphere.

"Yours faithfully, "CYRUS W. FIELD."

In the collection of letters is enough interesting material to cover a book of the most attractive reading. The donation of the whole was secured by Professor Watkins from Mrs. Judson, on a recent visit to her in Dobbs Ferry.

Professor Maynard is preparing another collection. It is that of the early dynamo lamps made in great numbers by Edison, Elihu Thomson, Brush, Wallace and other pioneer inventors in electrical lighting and power inventions. Some of these were shown at the Philadelphia centennial. The designs of Professor John Henry Preece, secretary of the British Association, who first introduced electric power, are being made into one collection.

Strong Evidence Against Them.

LOCK HAVEN, Pa., July 9.—John Cushing, one of the men who found the body of six-year-old Edward F. Carey, of Haverhill, Mass., was yesterday indicted and held for trial on a charge of having murdered the child. The officers claim to have strong circumstantial evidence against the accused.

Whiskers that are Prematurely Gray or Faded should be Colored to Prevent the Look of Age, and Buckingham's Dye excels all others in coloring power or black.

The Monongahela River Railroad Co.

On Sundays during the present summer the Monongahela River Railway Co., will sell round trip tickets between all points at one fare for the round trip. No Round Trip Fare TO EXCEED FIFTY CENTS. This gives the people of Clarksburg a chance to visit Fairmont, and the Fairmont people an opportunity to go to Clarksburg, traveling sixty-six miles in either case, at a cost of only fifty cents. This is "something new" for West Virginia, and it is hoped that the people will show their appreciation of these low fares by patronizing them. tthks

The Speed's Spec.

QUEENSTOWN, July 9.—The North German Lloyd steamer Speed, Captain Meier, which sailed from New York on June 26 for Bremen via Cherbourg, and which would have arrived there on July 4, reached here to-day in tow of the British steamer Maine from Philadelphia for London. All of the Speed's passengers and crew are well. The delay was caused by the cracking of her crank shaft on July 2, when about 550 miles west of the coast of Ireland.

NEARLY all summer complaints are due to bad blood and unhealthy bile. Dr. Fowler's Great Wild Strawberry Cure, by attacking the root of the trouble, it never fails.

REAL ESTATE.

FOR RENT

No. 24 Thirty-third street, 3 rooms, \$7 00

No. 145 Sixteenth street, 3 rooms, \$7 00

No. 1620 Main street, 3 rooms, \$8 00

No. 123 Fourteenth street, 2 rooms, \$4 00

No. 127 Fourteenth street, 2 rooms, \$4 00

No. 27 Seventeenth street, 2 rooms, \$4 00

No. 66 Seventeenth street, 2 rooms, \$4 00

No. 34 Sixteenth street, first floor, \$5 00

No. 28 Sixteenth street, 2 rooms, \$4 00

No. 1618 Main street, store room, \$2 00

No. 1622 Main street, store room and dwelling, \$10 00

No. 222 Main street, 3 rooms, \$4 00

No. 223 Main street, 5 rooms, \$11 00

No. 237 Main street, saloon and 3 rooms, \$20 00

Sumner residence, 4 or 5 rooms, \$12 00

Belmont Homestead, National Road, \$12 00

Saloon in Martin's Ferry, \$12 00

3-roomed house Manchester, \$7 00

Coal property east of Mt. de Chantal, 3 00

No. 2340 Market street, blacksmith shop, \$10 00

Stable 1515 Alley H, \$10 00

No. 2093 Wood street, 3 rooms, \$7 00

FOR SALE

Beer pump, working hard and fixtures, \$5 00

3 1/2 acres land West Liberty, 3 rooms, \$10 00

House and orchard, \$10 00

6 acres land Peter's run and 4-roomed house, \$12 00

Store room and dwelling Dillonvale, Ohio, \$10 00